

**AMENDMENTS TO THE SPECIFICATION:**

**Please replace the paragraph [0049] at page 10 with the following rewritten version:**

[0049] When deceleration ends and the engine shifts to idling, the engine control unit 20 compares the actual engine speed to the target engine idling speed during idling and executes feedback control of the fuel injection quantity of the fuel injection valves 9 (and/or the opening degree of the throttle valve 7) in such a manner that the actual engine speed matches the target engine idling speed. By increasing the target engine idling speed, the engine idling speed that results when the engine shifts from deceleration operation to idling operation during regeneration can be increased. As a result, the decrease in the exhaust gas flow rate can be suppressed and a sharp rise in the diesel particulate filter temperature can be prevented.